

# REGIONAL Vision

Southern California Association of Governments

Fall 2003  
Vol. 1 Issue 2

Leadership

Vision

Progress

**Leadership**, **vision** and **progress** which promote economic growth, personal well-being, and livable communities for all Southern Californians.

## Mapping Southern California's Transportation future

***Destination 2030, SCAG's 2004 Draft Regional Transportation Plan, Charts a New Course for Southern California***

### News Briefs

**Installation of New Officers:** At the 2003 General Assembly in May, SCAG announced the selection of new officers to lead the agency during the 2003-04 Session. Brea Mayor Bev Perry was formally installed as SCAG's new president. A vacancy created by the departure of First Vice President Supervisor Charles Smith led the newly installed Second Vice President Temecula City Councilman Ron Roberts to assume the First Vice President position. In July, the SCAG Regional Council opted to hold a special General Assembly session in September to amend the by-laws and determine a process to fill such vacancies. As a result of this discussion at the special General Assembly, Imperial County Supervisor Hank Kuiper was unanimously elected to serve as SCAG's Second Vice President. Each officer will serve in his or her position until May 2004.

Mayor Perry, serving her third term on the Brea City Council, has long been an active leader on the SCAG Regional Council. Mayor Perry currently chairs SCAG's Growth Visioning Subcommittee, the elected panel that oversees Southern California Compass.

(See News Briefs, page 5)

We know all too well how congested Southern California's roads, highways and other transportation facilities are today. But our region faces even more daunting congestion challenges on the horizon. Southern Californians must grapple with a number of serious transportation challenges and make some difficult decisions now if we hope to maintain the lifestyles to which we've grown accustomed. A glimpse into the region's future presents a complex picture of what we will be facing in the next quarter century without a concerted effort to plan for our future.

- ▲ Southern California is projected to grow by more than 6 million people and 2.7 million jobs by 2030. Especially pronounced growth is expected in the region's outlying areas, particularly in the Inland Empire and North Los Angeles County. A plan is needed to ensure that our transportation investments reflect a vision for how we think the region will grow.
- ▲ In 2000, approximately 1.6 million hours of congestion delay occurred each day across the region. If current trends continue and no improvements to our transportation system are made, that delay is expected to more than double to an astounding 3.6 million hours each day.
- ▲ Overall transit ridership has improved in recent years, but it is still not keeping up with population growth and, therefore, not sufficiently reducing demands on our roads and highways.
- ▲ Southern California's economy, which increasingly relies on trade and commerce, will be jeopardized by the inability of our existing road and rail system to handle ever-growing demands.
- ▲ The need for transportation investments – maintaining the current system and making new strategic investments – will be at an all-time high while the public funding for those projects will steadily decrease.



To address these transportation challenges head-on, SCAG developed *Destination 2030*, the 2004 Draft Regional Transportation Plan (RTP). *Destination 2030* undertakes a comprehensive analysis of the region's long-term transportation needs and identifies solutions. The goal of the plan is to not only to reduce overall congestion, but also to help the region maintain air quality standards and provide for transportation improvements within a feasible budget.

(See Mapping Southern California's Transportation Future, page 2)

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## Investing In Our Transportation Future

*Destination 2030* is a comprehensive blueprint for Southern California's future transportation system, making hundreds of recommendations on all types of transportation facilities and services, including:

- ▲ Maintenance and improvement of the existing system of roads, highways, rail and transit systems;
- ▲ \$3.8 billion in projects to increase commuter capacity on Southern California freeways;
- ▲ \$1.6 billion in new High-Occupancy Vehicle (HOV) Lanes to fill gaps in the HOV network;
- ▲ A regional approach to handling airport passenger and cargo demand as well as improvements to airport access/arterials;
- ▲ An intra-regional high-speed transportation system based on Magnetic Levitation, known as MagLev, technology that connects Southern California's major population and transportation centers;



- ▲ Bus Rapid Transit Corridors, increased capacity of the Metrolink system, and other key improvements to our transit systems;
- ▲ A system of capacity enhancements and other improvements to our goods movement infrastructure;
- ▲ Investments in bikeways and pedestrian facilities;
- ▲ Implementation of Intelligent Transportation Systems (ITS) and Advanced Traveler Information Systems (ATIS); and
- ▲ Hundreds of other strategic investments.

*Destination 2030* looks at the entire Southern California transportation network, assesses how it is currently performing and identifies new strategic transportation improvements to accommodate the forecasted growth in Southern California's population and employment base.

## Setting the Compass for Destination 2030

Unlike previous plans, the development of *Destination 2030* was guided by an

unprecedented Growth Visioning effort known as Southern California Compass. The purpose of Compass (See related Compass update article on page 6) was to examine the intricate relationships between land use and transportation planning, ensuring that the vision developed during this effort helps to guide the transportation investments included in *Destination 2030*. Throughout this process, SCAG has worked closely with cities, counties, county transportation commissions, business, environmental and community leaders, and the public at large throughout the region to develop a series of growth scenarios that have guided the development of *Destination 2030*.

## Paying For Our Transportation Priorities

One of the most serious challenges raised by *Destination 2030* is the multi-billion dollar shortfall facing Southern California in the amount of funding that will be needed to maintain current transportation systems and implement much needed improvements. There are several reasons for this finance dilemma, including:

- ▲ Local transportation sales taxes in several counties are currently set to expire by the year 2009.
- ▲ Gasoline tax revenues are also expected to decline due to the increased use of alternative fuel vehicles in coming years. New state air quality requirements will likely result in the further erosion of gasoline tax revenues by introducing new incentives for greater reliance on alternative fuel vehicles.
- ▲ Future federal or state support for Southern California priorities is not expected to come anywhere near the proportions seen in previous decades. Combined, future federal and state sources will comprise only 25 percent of the total funds that will be available to the region.

SCAG estimates that with current revenue sources, Southern California will have approximately \$120 billion in funds available for transportation over the next 25 years. However, the cost of operating and maintaining the current system – along with short-term improvements already in the works – will be nearly \$120 billion. In other words, we barely have enough funds to maintain the current system and implement short-term improvements already identified, let alone make any new strategic investments to enhance our current infrastructure.

To meet Southern California's long-term transportation needs, fundamental changes to our transportation finance system must be seriously considered. *Destination 2030* makes a series of recommendations to make up this funding shortfall, including:



- ▲ Extension of the local sales taxes in San Bernardino and Imperial Counties where it currently plans to sunset.
- ▲ Adoption of a new temporary 1/2 cent sales tax measure for Los Angeles County currently being proposed by the MTA and State Senator Kevin Murray.
- ▲ Adoption of a Development Mitigation Fee for new housing developments to be dedicated to transportation improvements in San Bernardino. Riverside County recently adopted a similar fee.
- ▲ Adjustment of the current state gasoline tax in 2010-2015, consistent with historical increases in this revenue source.

Taken together, these proposals would generate approximately \$31 billion in additional revenues to invest in our region. If we fail to examine these potential revenue sources now, we will seriously jeopardize our ability to maintain our current system and make the improvements needed to keep our transportation infrastructure on pace with projected growth.

## Making Your Voice Heard Now Is More Important Than Ever

Because the transportation challenges facing Southern California's future are so complex and difficult to address, it is vital that the entire region work together now to implement solutions.

Initiatives like *Destination 2030* provide the roadmap we need to determine areas for improvement, but it is only a starting point. Government officials, public agencies, community organizations and the public at large must work together to develop solutions to these complex challenges. To view a copy of *Destination 2030* or learn more about the many outreach forums that will be taking place throughout Southern California in the coming months, visit the SCAG website at [www.scag.ca.gov](http://www.scag.ca.gov).



# Program Notes

## Regional Housing Needs Assessment Postponed by State Legislature

Every five years under state mandate, SCAG conducts the Regional Housing Needs Assessment (RHNA), a key process for SCAG and its member governments to plan for growth at a regional level. The RHNA, which allocates the “fair share” of regional housing need to sub-regions and localities, does not encourage or promote growth.

Rather, it allows communities to plan for current and upcoming growth, while taking into consideration quality of life, access to employment opportunities, transportation, housing, and the environment. The Department of Housing and Community Development (HCD) and the Department of Finance (DOF) currently direct the RHNA at the state level.



After initially considering a one-year delay for San Diego’s RHNA, the State Legislature (SB491) postponed all of the regional RHNAs throughout the state for twelve months. This legislative postponement is intended to allow the state to ensure an even distribution of workload for HCD and DOF, and avoids the undertaking of multiple RHNAs in any given year. There is currently a working group of state legislators looking into reforming the laws surrounding the state housing element and the RHNA.

It is important to note that this postponement differs significantly from a suspension. A suspension occurs when the legislature does not allocate funding for a mandated program, and in essence, nullifies the mandate. The RHNA and Housing Element mandates have been suspended during past state budget difficulties, including in 1993. A suspension would require a separate action of the Legislature to reinstate the program. The postponement the Legislature enacted at this time merely changes the program deadlines.

SCAG hopes this postponement provides the opportunity to develop a better process to approach the next RHNA. However, the recently enacted state budget contains only \$1,000 for RHNA reimbursement. This amount is obviously inadequate for any significant effort. SCAG is hopeful that additional financing can be identified to allow us to continue to prepare for the RHNA.



For more information regarding RHNA, please contact Jacob Lieb at 213/236-1800 or lieb@scag.ca.gov.

## CenterLine Project Update

Orange County is moving ahead with a light-rail system known as the CenterLine. Developed by the Orange County Transportation Authority (OCTA), the eight-mile light-rail project will complement Orange County’s existing network of freeways, roads, buses and Metrolink trains by offering residents a new way to quickly and efficiently get around Orange County. SCAG has supported development of the CenterLine because it will reduce traffic congestion and will help the entire region conform to federal air quality standards.

More than 2.9 million people currently live in Orange County, and that number is projected to swell by an additional 600,000 residents by 2020, creating 450,000 new jobs along the way. While expanding the freeways and local streets in Orange County is extremely important, space to build new freeways and widen existing ones is running out. Orange County travelers need a transportation option like the CenterLine to help reduce congestion and ensure mobility for the future.

Planned CenterLine light-rail trains will run between the Santa Ana Depot and John Wayne Airport, providing easy access to dozens of employment, entertainment, educational and activity centers as well as city, county, state and federal offices. The CenterLine route offers service to the South Coast Plaza shopping center, the Orange County Performing Arts Center, Mater Dei High School, the Santa Ana Civic Center, the County Government Center and Courthouse as well as the Santa Ana Artists Village. It will connect with Amtrak and Metrolink commuter trains as well as several OCTA bus routes. In addition, the CenterLine stop at John Wayne Airport will make air travel more convenient for many of the seven million passengers who pass through the terminal each year.



The CenterLine’s modern, electric light-rail vehicles are quiet, pollution-free and offer reasonably priced, convenient service with coordinated station parking and easy bus and commuter-rail connections. The CenterLine can match the capacity of four lanes of freeway — but it is faster and takes up much less space.

This eight-mile initial operating segment of CenterLine will cost between \$900 million and \$1 billion to build and is expected to carry 15,000 to 20,000 riders per day when it opens in 2010. In addition to relieving congestion and providing Orange County an effective travel alternative, CenterLine will generate nearly 30,000 new jobs and about \$3 billion in economic output for the county.

For more information regarding the CenterLine, please contact Naresh Amatya at 213/236-1800 or amatya@scag.ca.gov.



# The Regional Council

**OFFICERS**  
**PRESIDENT:** Mayor Bev Perry, Brea  
  
**FIRST VICE PRESIDENT:** Councilmember Ron Roberts, Temecula  
  
**SECOND VICE PRESIDENT:** Supervisor Hank Kuiper, Imperial  
  
**IMMEDIATE PAST PRESIDENT:** Councilmember Ronald Bates, Los Alamitos  
  
**IMPERIAL COUNTY:** Hank Kuiper, Imperial County • Jo Shields, Brawley

**LOS ANGELES COUNTY:** Yvonne Brathwaite Burke, Los Angeles County • Zev Yaroslavsky, Los Angeles County • Melanie Andrews, Compton • Harry Baldwin, San Gabriel • Paul Bowlen, Cerritos • Tony Cardenas, Los Angeles • Margaret Clark, Rosemead • Gene Daniels, Paramount • Mike Dispenza, Palmdale • Judy Dunlap, Inglewood • Eric Garcetti, Los Angeles • Wendy Greuel, Los Angeles • Frank Gurulé, Cudahy • James Hahn, Los Angeles • Janice Hahn, Los Angeles • Sandra Jacobs, El Segundo • Tom LaBonge, Los Angeles • Bonnie Lowenthal, Long Beach • Martin Ludlow, Los Angeles • Keith McCarthy, Downey • Llewellyn Miller, Claremont • Cindy Miskowski, Los Angeles • Paul Nowatka, Torrance • Pam O'Connor, Santa Monica • Alex Padilla, Los Angeles • Bernard Parks, Los Angeles • Jan Perry, Los Angeles • Beatrice Proo, Pico Rivera • Ed Reyes, Los Angeles • Greig Smith, Los Angeles • Dick Stanford, Azusa • Tom Sykes, Walnut • Paul Talbot, Alhambra • Sidney Tyler, Jr., Pasadena • Tonia Reyes Uranga, Long Beach • Antonio Villaraigosa, Los Angeles • Dennis Washburn, Calabasas • Jack Weiss, Los Angeles • Bob Yousefian, Glendale • Dennis P. Zine, Los Angeles

**ORANGE COUNTY:** Chris Norby, Orange County • Ron Bates, Los Alamitos • Art Brown, Buena Park • Lou Bone, Tustin • Richard Chavez, Anaheim • Debbie Cook, Huntington Beach • Cathryn DeYoung, Laguna Niguel • Richard Dixon, Lake Forest • Alta Duke, La Palma • Bev Perry, Brea • Tod Ridgeway, Newport Beach

**RIVERSIDE COUNTY:** Marion Ashley, Riverside County • Ron Loveridge, Riverside • Jeff Miller, Corona • Greg Pettis, Cathedral City • Ron Roberts, Temecula • Charles White, Moreno Valley

**SAN BERNARDINO COUNTY:** Paul Biane, San Bernardino County • Bill Alexander, Rancho Cucamonga • Edward Burgnon, Town of Apple Valley • Lawrence Dale, Barstow • Lee Ann Garcia, Grand Terrace • Susan Longville, San Bernardino • Gary Ovitt, Ontario • Deborah Robertson, Rialto

**VENTURA COUNTY:** Judy Mikels, Ventura County • Glen Becerra, Simi Valley • Carl Morehouse, San Buenaventura • Toni Young, Port Hueneme

**RIVERSIDE COUNTY TRANSPORTATION COMMISSION:** Robin Lowe, Hemet

**VENTURA COUNTY TRANSPORTATION COMMISSION:** Bill Davis, Simi Valley

## SCAG Directors

Mark Pisano, Executive Director  
James Gosnell, Deputy Executive Director  
Bert Becker, Chief Financial Officer  
John Cox, Deployment  
Hasan Ikhrata, Planning & Policy  
Jim Sims, Information Services



# Legislative Report

SCAG continues to analyze and monitor bills as they move through the legislature, and implement several initiatives that will raise the agency’s awareness in Washington, D.C. and Sacramento.

## Federal Update

### TEA-3

On May 14th, President Bush released his proposal to reauthorize the federal government’s transportation program. Featuring a 12% increase in funding over TEA-21 levels, the Safe, Accountable, Flexible, and Efficient Transportation Equity Act of 2003 (SAFETEA) authorizes \$247 billion dollars for highway and transit programs. Critics in Congress have dismissed the 12% increase as insufficient when compared to TEA-21's 40% increase over ISTEA.

The House Transportation and Infrastructure Committee, chaired by Congressman Don Young (R-Alaska), has recommended a six-year funding total of \$375 billion, \$128 billion more than the President's proposal. The Committee based its estimate on a Department of Transportation report, which called for an annual investment level of \$75 billion in highway and transit capital to begin improving the nation's transportation infrastructure. A Senate version is also expected this year.

SAFETEA modifies the Revenue Aligned Budget Authority (RABA) so annual funding level adjustments are more dependent on the levels of actual, rather than anticipated revenue receipts. It also continues the minimum guarantee provision of TEA-21, ensuring that a state receives at least 90.5% of its contributions to the Highway Trust Fund. Transportation stakeholders maintain, however, that the minimum guarantee is not enough to move forward with projects and programs that reduce transportation-related pollution, a special concern in the SCAG region.

## State Update

### State Budget Stalemate Ends

On Sunday, June 27 the California State Senate approved a compromise-spending plan for the fiscal year 2003-2004, ending a 27-day impasse. The Senate adopted the budget bill (AB 1765). The State Assembly approved the long-delayed state budget two days later after a record-setting floor session lasting 27 hours. Governor Gray Davis signed the \$99.1 billion budget on August 2, 2003.

The budget has several major impacts on transportation funding. The budget partially suspends Proposition 42 approved by voters in March 2002 to transfer revenue from the sales tax on gasoline to the Transportation Investment Fund (TIF). Instead, the budget only transfers \$289 million to TIF and retains \$856 million in the General Fund to be transferred with interest to the TIF by June 2009.

Along with these TIF funds the budget also retains in the General fund up to \$87 million "Spillover" revenue for non-transportation purposes. This spillover revenue would otherwise be transferred to the Public Transportation Account (PTA). Revenues in excess of this \$87 million would be transferred to the PTA.

The budget includes the requirement for early repayment of \$173 million in General Fund obligations to the State Highway Account to be financed through the proposed multi-year deficit-financing bond, while deferring \$500 million loan repayment from the General Fund to the Transportation Congestion Relief Fund (TCRF) that is scheduled for 2003-04.

### Governor Signs SB 491

On July 14, 2003 Governor Davis signed Senate Bill 491 (Ducheny), delaying the Housing Element update, and thereby the Regional Housing Needs Assessment (RHNA) statewide by one year. Initially, SB 491 was a county specific bill that sought a one-year extension on the due date of the RHNA for the San Diego Association of Governments (SANDAG). However, the bill was significantly amended to reflect a one-year postponement on RHNA cycles for all agencies charged with the mandate. This extends the fourth revision of local jurisdictions housing elements and requires that local governments within the SCAG region complete their revisions by June 30, 2006. The rationale behind this proposal relates specifically to a reduction in state funding levels to carry out the mandate and also to ensure a balanced and consistent workload for the Housing and Community Development staff.

For more information about SCAG’s legislative program, contact Don Rhodes, SCAG Government Affairs Manager at 213/236-1840, or e-mail at [rhodes@scag.ca.gov](mailto:rhodes@scag.ca.gov). Copies of the 2003 Legislative Program can also be found at the SCAG Web site ([www.scag.ca.gov](http://www.scag.ca.gov)).



# Subregional Highlights

## San Bernardino Welcomes a New Regional Council District in the High Desert

At the request of the San Bernardino Associated Governments (SANBAG) and the nine cities within SCAG District 11, the SCAG Regional Council, at the June 2003 Regional Council meeting, voted to divide District 11 into two separate districts. This split addresses growing concerns about the huge geographic expanse of the area, which spans more than 19,000 square miles, and existing diversity between urban and rural interests in the district.

SANBAG requested a split in the area whereby District 11 maintains the vast rural areas and five incorporated communities. The new district, District 65, contains the mountain areas and the four cities of the urbanized Victor Valley.

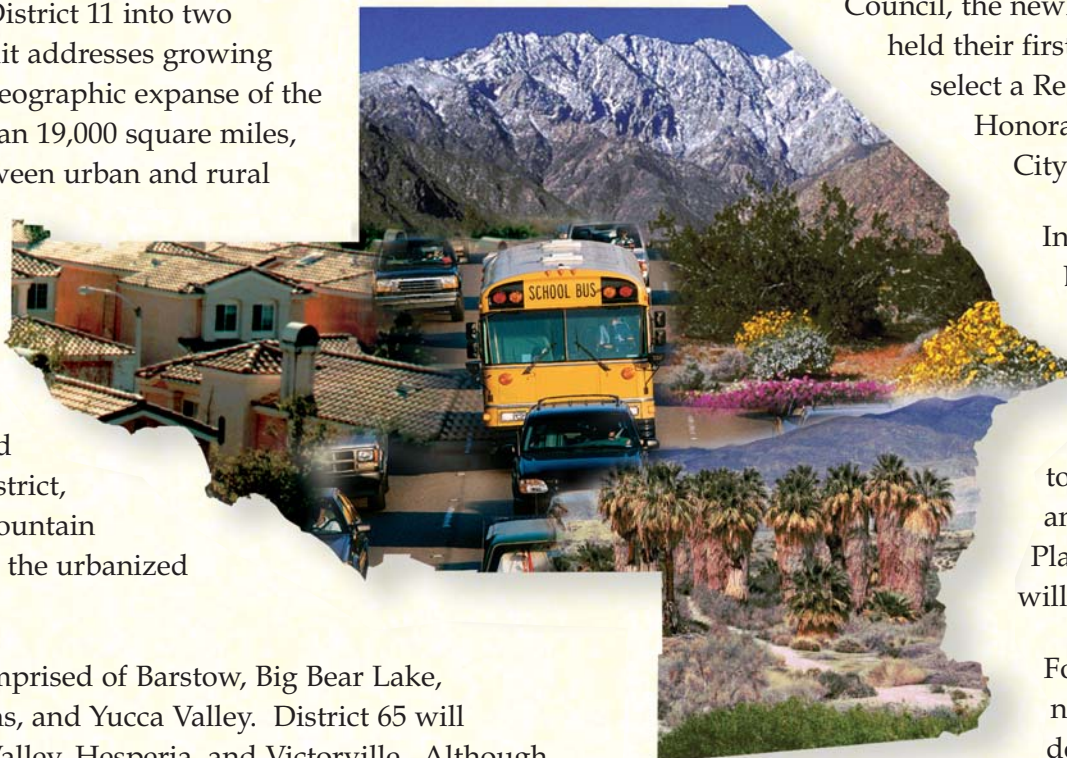
District 11 will now be comprised of Barstow, Big Bear Lake, Needles, Twentynine Palms, and Yucca Valley. District 65 will include Adelanto, Apple Valley, Hesperia, and Victorville. Although the population of this new district does not currently meet the 250,000 population goal established by SCAG, the surrounding

unincorporated population was factored into consideration.

Following the approval of the SCAG Regional Council, the newly created District 65 members held their first election on July 30, 2003 to select a Regional Council member. The Honorable Ted Burgnon, Apple Valley City Councilman was elected.

In considering the request to split District 11, the larger issue of how to respond with changes in regional and district population arose. Redistricting is certainly a topic deserving of further analysis and study. The Strategic Plan Implementation Task Force will examine this issue.

For more information about the newly created district in the high desert, please contact Arnold San Miguel at 909/784-3526 or [sanmiguel@scag.ca.gov](mailto:sanmiguel@scag.ca.gov).



## News Briefs

(Continued from page 1)

Compass is intended to establish a new framework for making decisions regarding how the region will accommodate new population growth in the coming decades. Mayor Perry assumes the position of president at a pivotal time for the regional agency. In addition to the Southern California Compass initiative, SCAG will release this fall the draft 2004 Regional Transportation Plan, a comprehensive long-range blueprint that will include billions of dollars in transportation investments and improvements.

Councilman Roberts was first elected to the Temecula City Council in 1992, including three separate stints as mayor in 1994, 1998 and 2002. He has previously served as chair of SCAG's Transportation and Communications Committee and Truck Lanes Task Force. Supervisor Kuiper was elected to the Imperial County Board of Supervisors in 2000 and previously served on the El Centro City Council. In addition to his new leadership role, Supervisor Kuiper serves as Vice Chair of SCAG's Energy and Environment Committee.

The General Assembly also marked the final meeting administered by SCAG's 2002-03 officers, with Los Angeles City Councilman Hal Bernson presiding over the meeting as outgoing agency president. After 24 years of public service as a local and regional leader, Bernson stepped down from the Los Angeles City Council in July.

**General Assembly Session Action Items** In addition to the selection of new officers, the General Assembly was highlighted by the presentation of the Donald G. Hagman Award to Larry Sharp, president and CEO of Arrowhead Credit Union (ACU). The award recognizes Sharp for his many accomplishments as an active regional citizen. In his professional life, Sharp has worked hard to strengthen the credit union movement by providing financial and in-kind resources to others within the credit union community and by advocating for credit unions at all government levels and other public forums. Sharp has shown his commitment to education by working with California State University, San Bernardino to establish the university's first off-site MBA program for professionals. He also established the Arrowhead Foundation in 1999 to help local high school students achieve their college dreams, providing more than \$75,000 in scholarships to 40 students since its founding. Under Mr. Sharp's leadership, ACU has become an integral partner in a myriad of community programs and services that have made Southern California a more livable, desirable place for numerous residents and businesses.

The General Assembly business session actions included the approval of the 2003-2004 budget, which began at the start of the fiscal year on July 1, 2003. The business session also included a change to the SCAG by-laws regarding the Administration Committee. The revision now mandates that the Committee be comprised of at least one Regional Council member from each SCAG subregion. There is no longer a restriction on the maximum number of appointees as long as each subregion has a Regional Council member representative.

For more information about the General Assembly, please contact Sheila Stewart at 213/236-1868 or [stewart@scag.ca.gov](mailto:stewart@scag.ca.gov).

(See News Briefs, page 7)





**Compass**  
Southern California  
*Charting the course for  
a sustainable southland*

U • P • D • A • T • E

## Success of Previous Workshops/Scenarios Development

Early this year, SCAG formally launched its ambitious *Southern California Compass* program, designed to help residents guide the future of a growing Southern California through integrated, interactive regional planning. *Compass* addresses challenges associated with predicted growth and creates a framework to evaluate transportation, land use, air quality and other policy decisions. These “Growth Visions” are developed through a series of subregional workshops where participants work hands-on to place projected population and employment growth within the SCAG region using chips that represent different types of development.

The *Compass* spring series of workshops drew to a close on Memorial Day weekend. The program was successful in bringing together hundreds of organizations and individuals throughout the six-county region. The enthusiastic participants brought a wealth of diversity and insight to the growth visioning exercise, encouraging a wide range of approaches to plan for the future of our region.

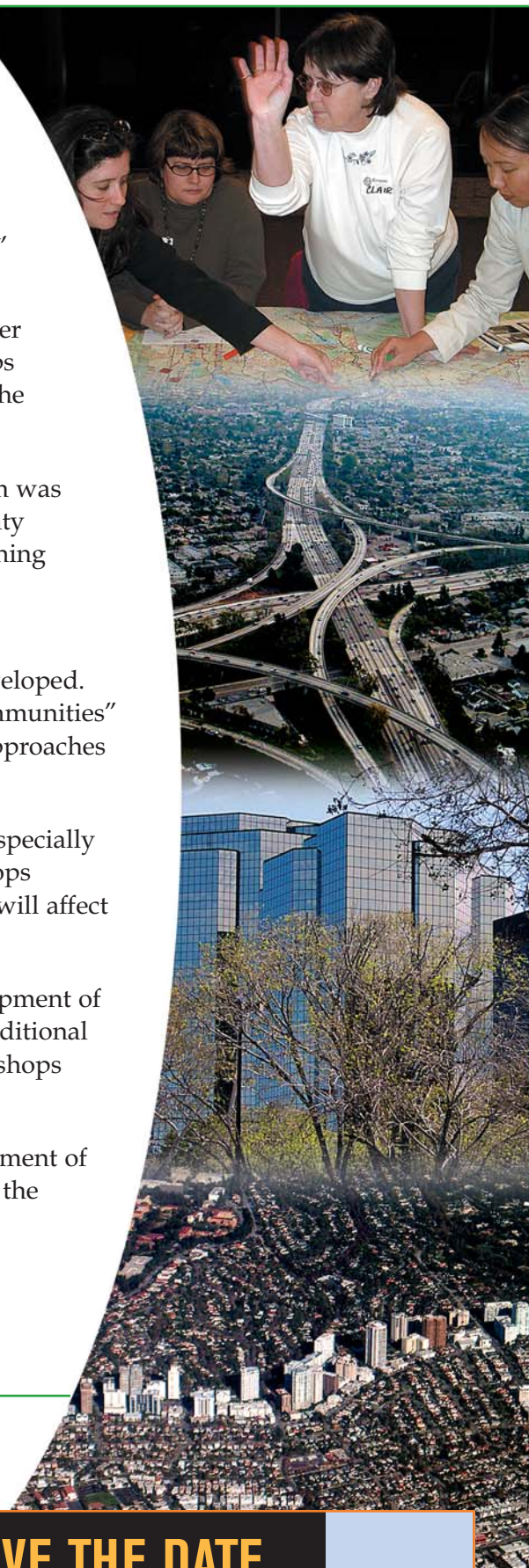
As a whole, the spring workshops generated support to preserve open space and reduce future infrastructure investments in outlying areas by focusing future growth in areas already largely developed. However there also were collaborative efforts to balance some of the current so-called “sprawl communities” by adding businesses and jobsites in addition to a wider variety of housing types. Both of these approaches would enable residents to work closer to home and ease traffic commutes.

Additionally, the workshop participants espoused the need for improved public transportation – especially light and heavy rail lines – while being selective in developing new roads. In general, the workshops reflected a broad-based desire to engage in a serious discussion of the complex growth issues that will affect Southern California’s quality of life for decades to come.

The *Compass* team is currently reviewing the data produced at the workshops to guide the development of the growth visioning scenarios for the region. The team is also looking for indications of where additional public participation and input is needed for a cohesive growth visioning effort. Several new workshops have already been scheduled (See the Calendar of Events on page 8 for more details).

Now that the fall workshops have begun, the *Compass* team will continue to stimulate the involvement of diverse participants so that the “vision” that emerges from the process is broadly representative of the people of the entire Southern California region.

For more information about the Southern California *Compass* program or to find out about other public workshops, call 800/337-4819 or go to [www.socalcompass.org](http://www.socalcompass.org).



## SAVE THE DATE

### REGIONAL ECONOMIC FORECAST FOR SOUTHERN CALIFORNIA

What's on the Horizon?

Thursday, November 13, 2003  
8:00 a.m. – 1:30 p.m.

Hyatt Newporter

1107 Jamboree Road, Newport Beach, California 92660

With Special Guest Justo Frias, President, Gigante USA, Inc.  
and Opening Remarks by Ruben Barrales,  
Deputy Assistant to the President of the United States

The Southern California Association of Governments (SCAG) invites you to its seventh annual Regional Economic Forecast Conference. The authoritative forecasts presented at this event are unique in that they are devoted exclusively to the 2004–2005 outlook for Southern California as a whole – a region representing the ninth largest economy in the world.

The second half of the conference will be devoted to the exploration of ideas that have the potential of creating jobs, raising household incomes, and improving regional mobility. Among these will be “Operation Jump-Start,” a SCAG initiative to put crucial goods movement transportation projects on the fast track through innovative user-supported financing.

For more information, please contact:

Linda Jones (213) 236-1912 • e-mail: [jonesl@scag.ca.gov](mailto:jonesl@scag.ca.gov)



SOUTHERN CALIFORNIA  
ASSOCIATION of GOVERNMENTS  
*Resolving Regional Challenges*



# News Briefs

(Continued from page 5)



## Mapping Southern California's Transportation Future

**Taking the RTP on the Road:** SCAG continues to prepare for the release this fall of Destination 2030, the comprehensive Draft 2004 Regional Transportation Plan (RTP). Destination 2030 is the long-range plan that addresses Southern California's increasingly complex transportation needs and looks at all forms of surface transportation improvements, including roads and highways, transit services, high-speed transportation, ports and airports, ground and air freight movements, bicycle and pedestrian facilities, and intelligent transportation systems.

With a plan that impacts the movement of people and goods across six counties and 187 cities, SCAG recognizes the need to gain input and consensus from local, regional, and state interests. SCAG staff is reaching out to local governments, subregions, county transportation commissions, Caltrans, state and federal agencies, tribal governments, environmental and business communities, non-profit groups and the general public, to provide an overview of the complicated transportation issues facing Southern California.

A SCAG outreach team is actively pursuing opportunities to visit various regional and local organizations throughout Southern California to discuss Destination 2030, and has already made presentations to:

Gateway Cities Council of Governments	Orange County Business Council
Greater Antelope Valley Economic Alliance	Orange County Transportation Authority
Imperial Valley Association of Governments	San Bernardino Associated Governments
Los Angeles Central City Association	Valley Industry and Commerce Association
Los Angeles Area Chamber of Commerce	Ventura Council of Governments
Ontario Chamber of Commerce	Western Riverside Council of Governments

During these visits, SCAG representatives present the background on Destination 2030 and determine local insight and issues that should be considered in the process of developing the plan. Audiences have been receptive to SCAG's message about the planning challenges facing the region and have offered thoughtful feedback and suggestions.

SCAG continues to pursue opportunities to discuss Destination 2030 before the final plan is adopted next Spring.

For more information or to schedule a Destination 2030 presentation, please contact Nancy Pfeffer at 213/236-1869 or [npfeffer@scag.ca.gov](mailto:npfeffer@scag.ca.gov).

**Establishing a Role for Native American Tribal Councils:** In the Strategic Plan adopted by SCAG in 2002, Goal Five for the SCAG Regional Council is to develop a means for achieving Native American Tribal Council representation within the regional planning process. To this end, the Regional Council strategy is to create a Native American Tribal Council Advisory Board which

will include all federally recognized tribal councils within the SCAG region. Currently, the Strategic Plan identifies two options available to facilitate Native American outreach:

The Native American Advisory Board may serve as a standing Native American advisory body to the Regional Council.

The Advisory Board could continue to serve as a Native American advisory body to the Regional Council, but it could also select a representative to serve as a voting member on the Regional Council, and thereby assist the Regional Council in making recommendations on the nature of Native American relations with the Council.

Working with the Agua Caliente Band of Cahuilla Indians, SCAG had its first meeting with Tribal Councilmembers and representatives from federally recognized tribes in the SCAG Region. The agenda included opportunities for the Indian Tribes to provide comments, questions and recommendations at the onset of the meeting. SCAG provided the attendees a background on the agency's regional planning roles and responsibilities, including a status report on the 2004 RTP effort. The Native American Tribes also had an opportunity to speak on the issues of interest relative to SCAG's presence in the region. Future meetings will identify next steps to determine how SCAG and the Native American Tribes can move forward together.

For more information about SCAG's Native American Tribal Council Advisory Board, please contact Arnold San Miguel at 909/784-3526 or [sanmiguel@scag.ca.gov](mailto:sanmiguel@scag.ca.gov).

**Regional Transportation Monitoring & Information System:** SCAG depends on sophisticated computer software to collect and analyze the data it uses in transportation planning. To stay on the cutting edge, SCAG recently unveiled its new Regional Transportation Monitoring & Information System (RTMIS), an easy-to-use transportation monitoring and performance assessment application. RTMIS consolidates different traffic databases into a single, map-based Internet system, which is accessible to planners at SCAG and other agencies in real-time. Besides serving as a central databank for real time and historical data, RTMIS measures transportation system performance and inventory. It offers an improved, modernized way to identify, obtain, and report traffic data. RTMIS can even be used to make maps and graphs. RTMIS is available on the SCAG Web site at [www.scag.ca.gov](http://www.scag.ca.gov). For more information on the Regional Transportation Monitoring & Information System, please contact Shahab Rabbani at 213/236-1845 or [rabbani@scag.ca.gov](mailto:rabbani@scag.ca.gov).

### RTMIS Real Time Speed Data for Regional Freeway System/Average Speed on P.M. Peak



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November

**6** **Regional Council** 12:30 pm;  
Administration Committee 9 am;  
Community, Economic & Human  
Development Committee (CEHD)  
10:30 am; Energy & Environment  
Committee (EEC) 10:30 am;  
Transportation & Communications  
Committee (TCC) 10:30 am

**13** Regional Economic Forecast  
Hyatt Newporter, 8 am. Contact:  
Linda Jones 213-236-1912 or  
jonesl@scag.ca.gov

**14** Transportation Conformity  
Working Group 10:00 am. Contact:  
Charles Keynejad 213-236-1915 or  
keynejad@scag.ca.gov

**19** Maglev Task Force 11 am,  
Contact: Zahi Faranesh 213-236-  
1819 or faranesh@scag.ca.gov

**20** Growth Visioning  
Subcommittee Noon. Contact:  
Mark Butala 213-236-1945 or  
butala@scag.ca.gov

Happy Thanksgiving

# Calendar

December

**4** **Regional Council** 12:30 pm;  
Administration Committee 9 am;  
Community, Economic & Human  
Development Committee (CEHD)  
10:30 am; Energy & Environment  
Committee (EEC) 10:30 am;  
Transportation & Communications  
Committee (TCC) 10:30 am

Happy Holidays!

All meetings will be held at the SCAG offices  
except where noted. Some meeting dates  
and times are subject to change. For more  
information about meetings, please call  
213-236-1800.

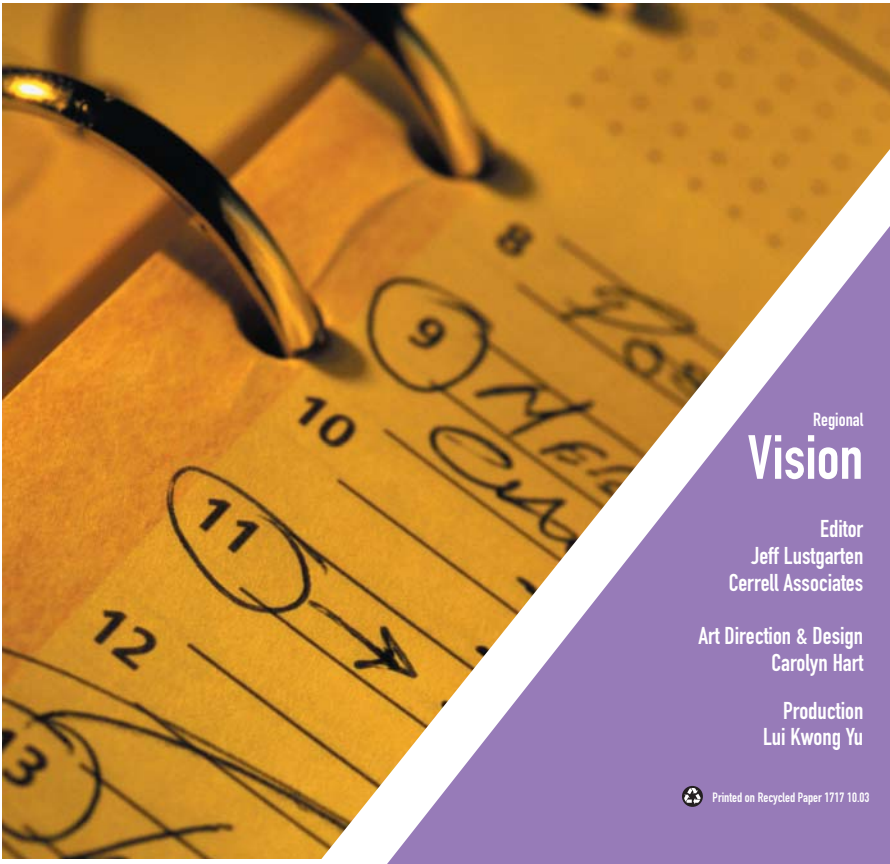
Send your comments or story suggestions to:  
jeff@cerrell.com, or call Jeff Lustgarten at  
323-466-3445.

For subscription information or to change  
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Barbara Dove at 213-236-1861; email,  
dove@scag.ca.gov.

www.scag.ca.gov.



For more information about SCAG's activities including Destination 2030 community meetings, please visit the SCAG website.



Regional  
Vision

Editor  
Jeff Lustgarten  
Cerrell Associates

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Carolyn Hart

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Lui Kwong Yu

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